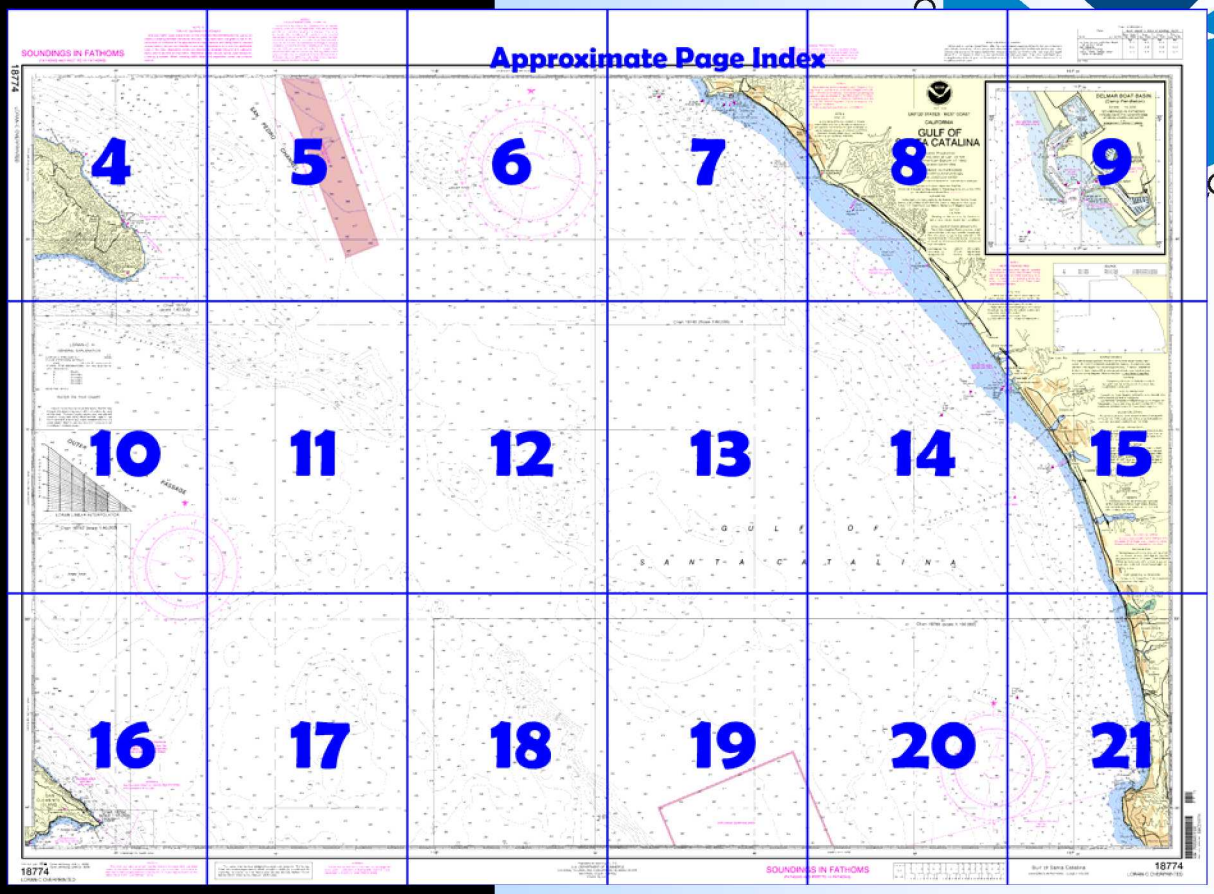
BookletChart™

Gulf of Santa Catalina

(NOAA Chart 18774)

A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*



Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

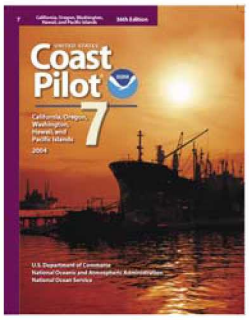
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 7, Chapter 4 & 5 excerpts]

(119) **Carlsbad,** 30 miles N of Point Loma, is a resort area with a number of hotels and motels. The stack of the San Diego Gas and Electric Co. near the S end of town is very prominent. The stack is marked by flashing white lights during the day and by fixed red lights at night.

(120) The pleasure pier at **Oceanside,** 32.5 miles N of Point Loma, has a fish haven covered 10 feet around its seaward end. The pier is marked by lights.

(121) **Oceanside Harbor,** at the N end of the city, 1.2 miles NW of the pleasure pier, is a small-craft harbor administered by the City of Oceanside, Department of Harbor and Beaches. The harbor, which can accommodate about 950 small craft, shares a common entrance with Del Mar Boat Basin (**Camp Pendleton Marine Corps BaseCamp**) to the N.

(136) A red and white checkered elevated tank, 1.7 miles NE of the boat basin, is prominent from well offshore. The highway bridge and the trestlework of the railroad crossing of the **Santa Margarita River,** 1.7 miles W of the tank, also are prominent. A large white building nearly 7 miles NW of the boat basin is conspicuous from seaward.

(137) **San Onofre Mountain,** 44 miles N of Point Loma and 1.5 miles inland, is the highest of the coastal range in the area.

(138) **San Mateo Point,** locally known as **Cottons Point** and 47 miles NW of Point Loma, ends in cliffs 60 feet high and is the N head at the mouth of **San Mateo Creek.** Both San Mateo Creek and **Arroyo San Onofre,** a mile SE, are crossed by a trestle. Two large domes of a nuclear powerplant are 2.3 miles SE of San Mateo Point. A smaller dome-shaped building is on top of the bluff a few hundred yards SE.

(139) **San Mateo Point Light** (33°23.3'N., 117°35.8'W.), 63 feet above the water, is shown from a pole on San Mateo Point.

(140) From San Mateo Point to Dana Point, 7.5 miles NW, the land is higher and more rugged, and is broken by **San Juan Creek** about 1.5 miles E of Dana Point. The railroad and the highway run close together along the beach under the bluffs in this stretch of the coast to San Juan Creek, where the railroad turns inland.

(141) **San Clemente,** 2 miles N of San Mateo Point, has many white houses with red-tiled roofs, making the place conspicuous from the sea. There is a small pleasure pier at the town; a fish haven covered 10 feet is off its seaward side. A reef that uncovers 3 feet is about 700 yards NW of the pier.

(142) **Dana Point,** 8 miles NW of San Mateo Point, is the seaward end of a high ridge. The spur forming the point ends in a moderately bold sandstone cliff 220 feet high with a precipitous broken face. Outlying rocks and ledges marked by a lighted whistle buoy extend offshore for 350 yards. **San Juan Rock,** 10 feet high and about 50 feet in extent, is 340 yards S of the highest point on the cliff, and a rock covered 2 fathoms is 2.4 miles SE of the point.

(143) **Dana Point Harbor** is a small-craft harbor in the lee of Dana Point. The harbor, administered by the Orange County Harbor, Beaches, and Parks District, is entered from the E between two breakwaters each marked by a light on the seaward end. A fog signal is at the S light. The fog signal can be activated upon request to the Coast Guard by radiotelephone VHF-FM channel 16. A church with a giant cross is very visible on the hill above the harbor. A submerged sewer outfall line extends about 0.6 mile from shore, passing about 300 yards E of the S breakwater light. (24) **San Clemente Island,** 43 miles SSW of Point Fermin and 57 miles WNW of Point Loma, is 18 miles long in a NW direction and 4 miles wide at its widest part, and reaches an elevation of 1,965 feet. The island is a U.S. Naval Reservation and is closed to the public. Vessels including yachts and fishing craft are warned that the vicinity of the island may be dangerous at any time because of naval activities, including gunfire, bombing, and rocket fire.

(32) **Pyramid Cove**, the deep bight in the S end of San Clemente Island, is used as a naval shore bombardment area and included in a **danger zone**. The cove, closed to the public, offers protected anchorage in 10 fathoms or more in NW weather to authorized vessels and vessels in distress. Vessels should not enter the kelp as there are indications of other dangers in addition to those already charted. Some swell makes into the cove most of the time.

(33) **Pyramid Head,** the SE point of San Clemente Island and the E side of Pyramid Cove, is about 900 feet high, sharp, jagged, and prominent. **Pyramid Head Light** (32°49.2'N., 118°21.2'W.), 226 feet above the water, is shown from a post with red and white diamond-shaped daymark.

(44) **Santa Catalina Island,** 18 miles S of Point Fermin, is 18.5 miles long in a SE direction and has a greatest width of 7 miles. The island is privately owned. Arrangements for overnight permits and the leasing of the many mooring buoys found throughout the area may be made through Two Harbors Enterprises at Two Harbors. Except at Avalon, permits are required for activities other than day use on the other islands.

Table of Selected Chart Notes

Corrected through NM Jul. 30/05
Corrected through LNM Jul. 26/05

LOCAL MAGNETIC DISTURBANCE

Differences as great as 5° from the normal variation have been observed in the vicinity of San Clemente Island.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

ıal information can be obtained at nauticalchart

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Los Angeles, Ca	KWO-37	162.55 MHz
San Diego, Ca.	KEC-62	162.40 MHz
Santa Ana, CA	WWG-21	162.45 MHz

NOTE E

MILITARY EXERCISE AREA

Mariners are cautioned against possible hazards due to military training activities. Normal hours of operation are 0600-2400 local time, daily. For extension of operating times and further information consult U.S. Coast Guard Local Notice to Mariners.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.

CAUTION

Shoaling in the entrance to Oceanside Harbor may cause severe surf conditions.

HEIGHTS

Elevations of rocks, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE B

CAUTION

The positions of buoys located in Oceanside Harbor and Camp Pendleton Boat Basin are approximate and are subject to relocation due to frequent change of channel conditions. Mariners should obtain local knowledge before navigating these channels.

533 WARNING

San Clemente Island is a NAVAL RESERVATION and is closed to the public.

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HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.129" northward and 3.170" westward to agree with this chart.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 11th Coast Guard District in Alameda, California or at the office of the District Engineer, Corps of Engineers in Los Angeles, California.

Refer to charted regulation section numbers.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See National Geospatial-Intelligence Agency Hydrographic/Topographic Center List of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

656

LORAN-C 631

GENERAL EXPLANATION

53 631

LORAN-C FREQUENCY.....100kHz

PULSE REPETITION INTERVAL

9940.....99,400 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

661

M.....	Master	
W.....	Secondary	
X.....	Secondary	631
Y.....	Secondary	
Z.....	Secondary	

EXAMPLE: 9940-X

RATES ON THIS CHART

1

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 7, Chapter 3 for details.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

For Symbols and Abbreviations see Chart No. 1
COLREGS: International Regulations for Preventing Collisions at Sea, 1972

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

NOTE C

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED for use by all vessels traveling between the points involved. They have been designed to aid in the prevention of collisions at the approaches to major harbors and along heavily traveled coastal waters, but are not intended in any way to supersede or to alter the applicable rules of the road. Separation zones are intended to separate inbound and outbound traffic and to be free of ship traffic. Separation zones should not be used except for crossing purposes. When crossing traffic lanes and separation zones use extreme caution.

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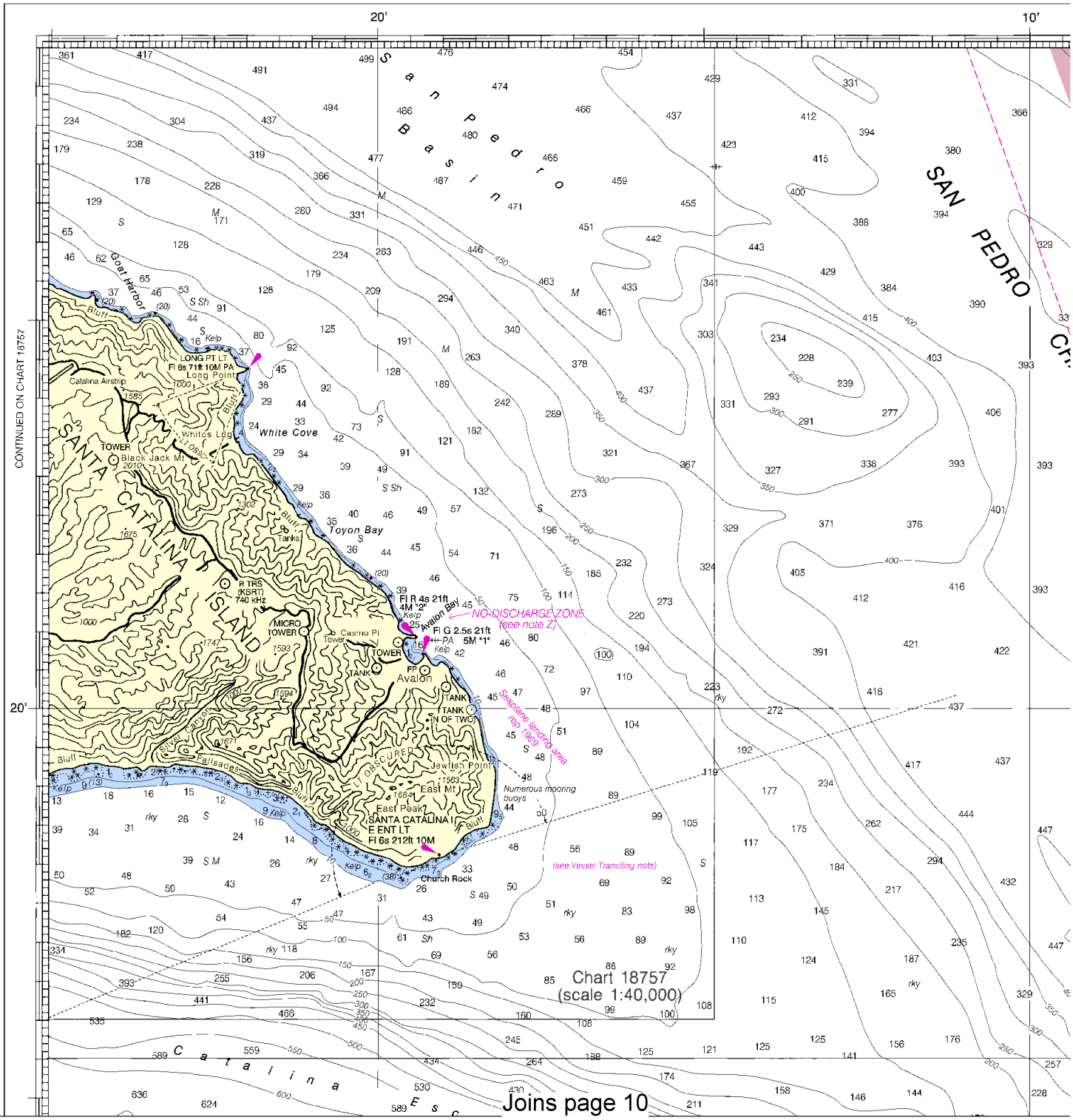
(FATHOMS AND FEET TO 11 FATHOMS)



CONTINUED ON CHART 18757

North

Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles 1 0 1 2 3 4 5 6 7 8 9

Yards 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.

NOTE Z
NO-DISCHARGE ZONE, 40 CFR 140

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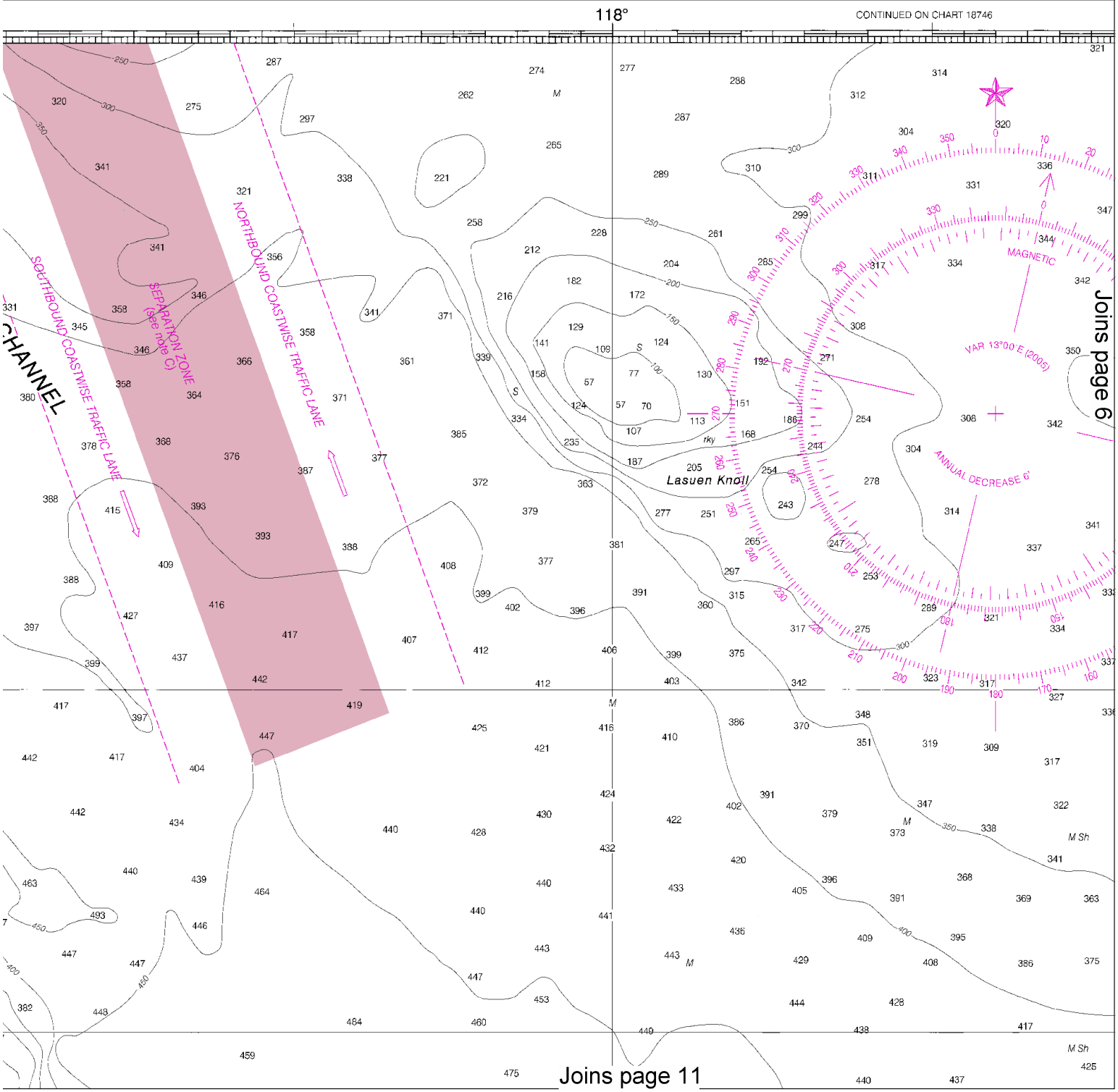

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:133333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

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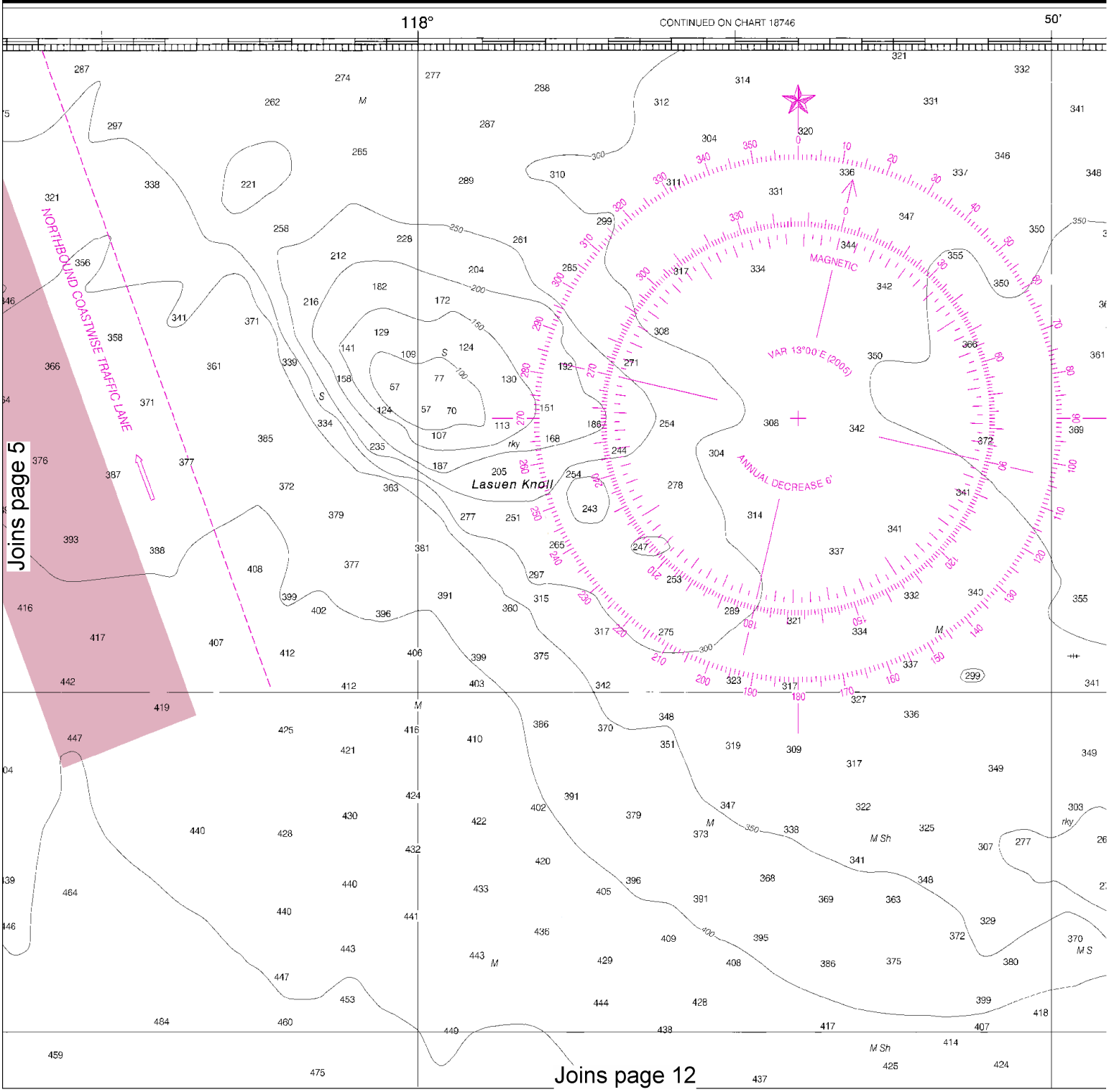

North

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Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

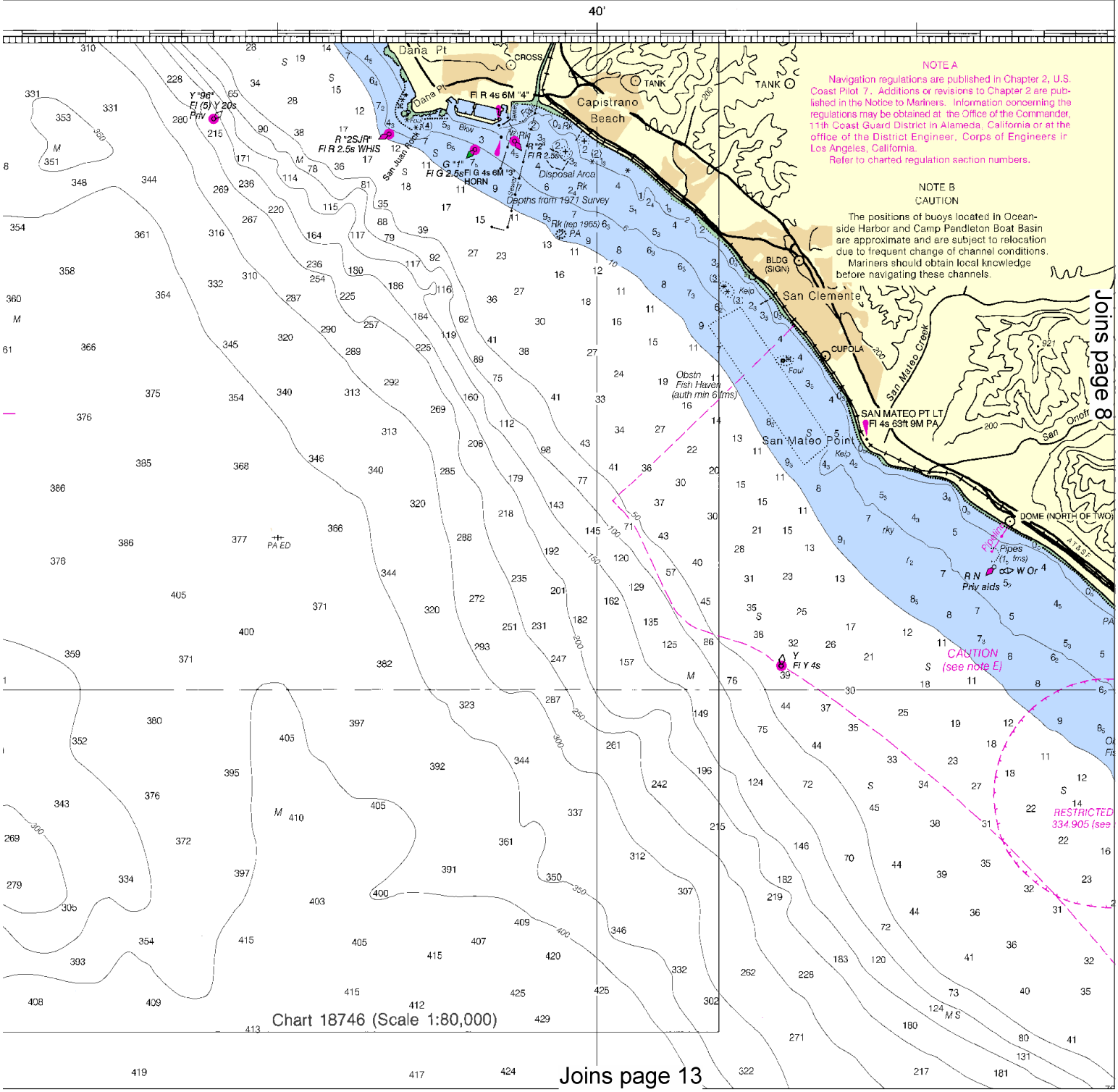
Yards

2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.

VESSEL TRANSITING

The U.S. Coast Guard and the Pacific States/British Columbia Oil Spill Task Force endorse a system of voluntary measures and minimum distances from shore for certain commercial vessels transiting along the coast anywhere between Cook Inlet, Alaska and San Diego, California. See U.S.Coast Pilot 7, Chapter 3 for details.



This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0510 2/2/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: n/a .

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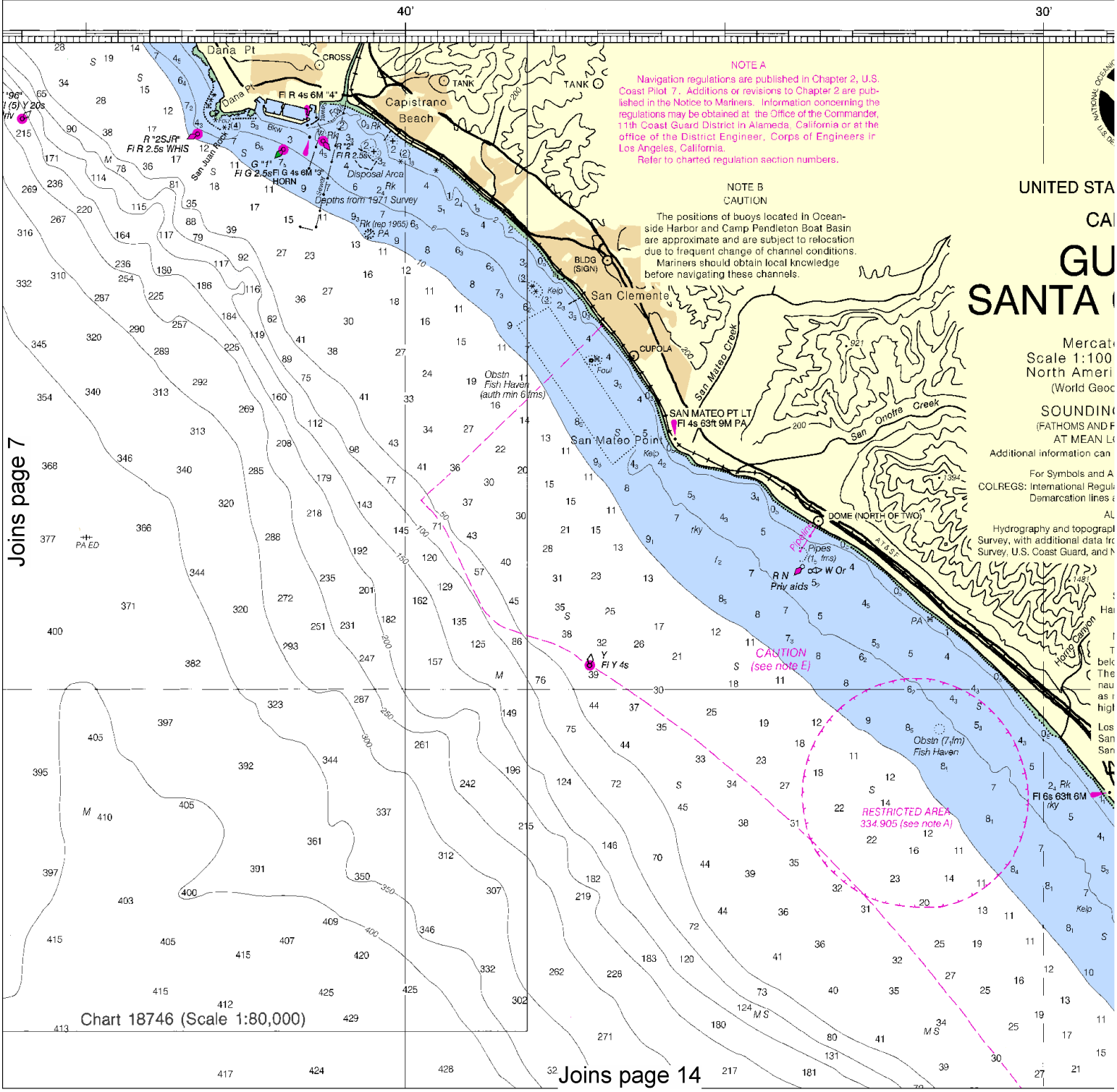

North

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Nautical Miles 1 0 1 2 3 4 5 6 7 8 9

Yards 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
La Jolla (Scripps Institution Wharf) (32°52'N/117°16'W)	5.3	4.6	0.9	----
San Clemente (33°25'N/117°37'W)	5.3	4.6	0.9	-2.5
Avalon, Santa Catalina Island (33°21'N/118°19'W)	5.3	4.6	0.9	-2.5

(Jun 2005)

117° 20'

NOAA

COAST SURVEY

ATES - WEST COAST

ALIFORNIA

JLF OF CATALINA

ator Projection
0,000 at Lat. 33°09'
rican Datum of 1983
odetic System 1984)

NGS IN FATHOMS
FEET TO ELEVEN FATHOMS)
LOWER LOW WATER
n be obtained at nauticalcharts.noaa.gov.

Abbreviations see Chart No. 1
ulations for Preventing Collisions at Sea, 1972.
s are shown thus: ————

AUTHORITIES

aphy by the National Ocean Service, Coast
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NOTE D

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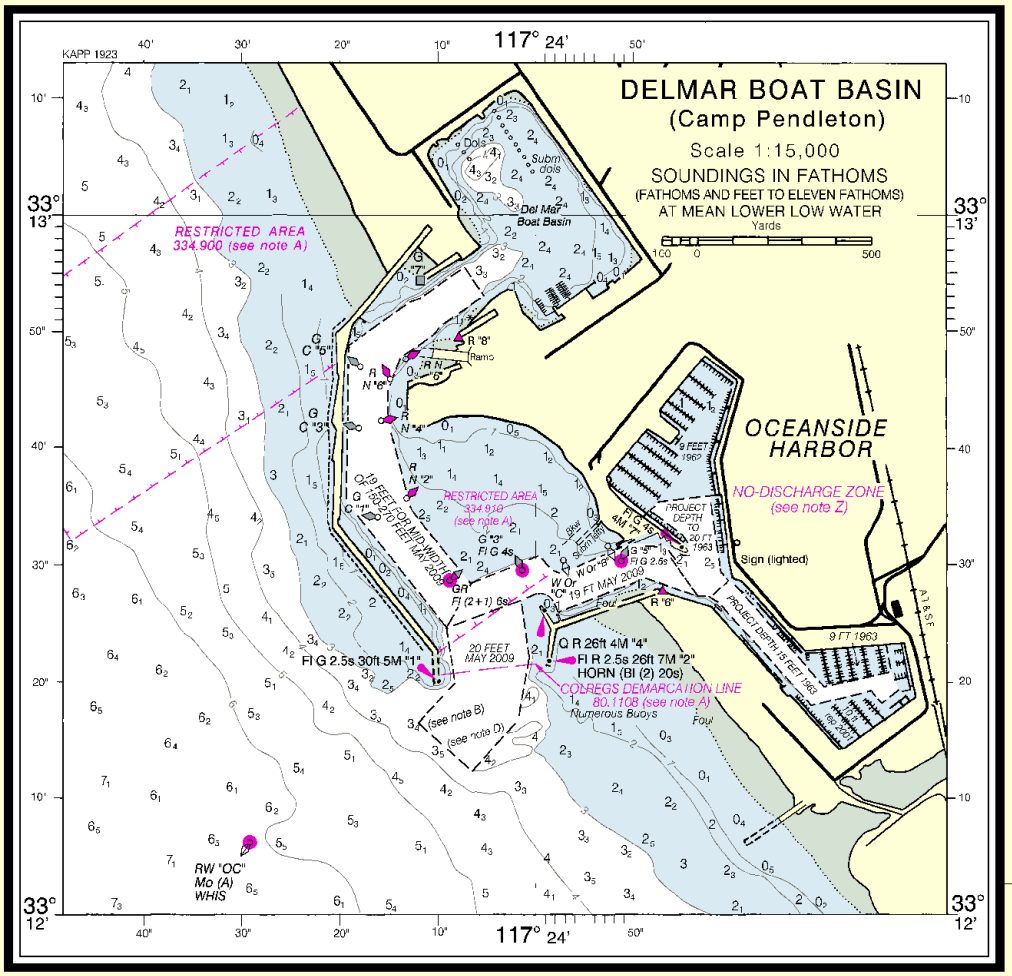

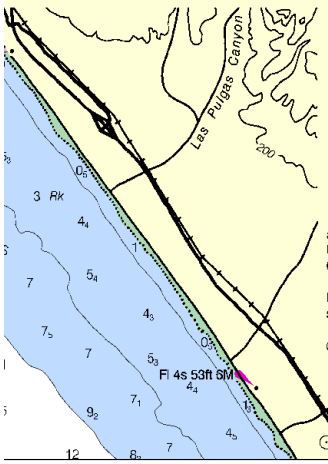

NOTE E

MILITARY EXERCISE AREA

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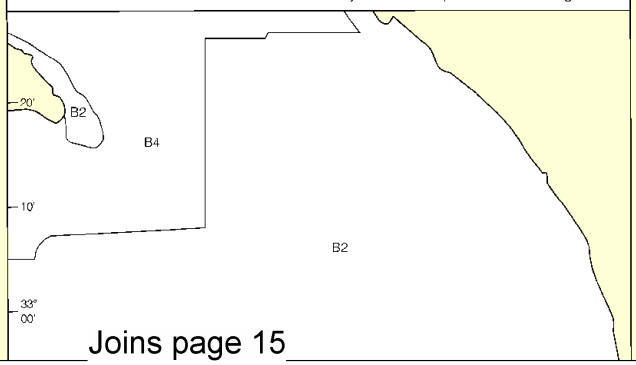
Station positions are shown thus:
⊙(Accurate location) ○(Approximate location)

SOURCE			
B2	1970-1989	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



Joins page 15

Joins page 4

Chart 18757 (scale 1:40,000)

Catalina Escarpment

LORAN-C GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9940.....99,400 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 9940-X

RATES ON THIS CHART

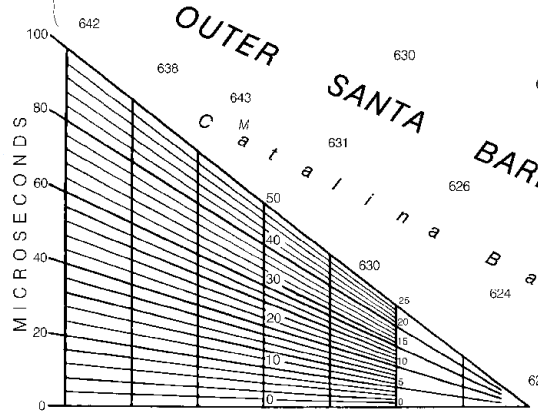
Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

10'

OUTER SANTA BARBARA PASSAGE

Catalina Basin

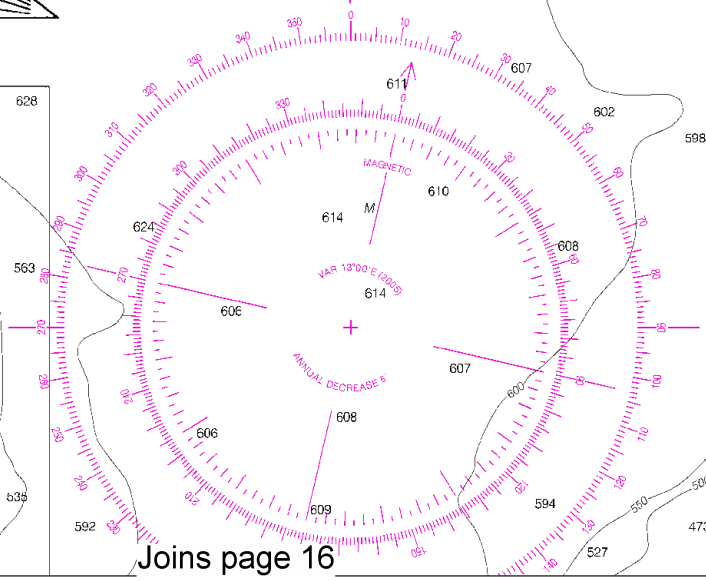
CONTINUED ON CHART 18740



LORAN LINEAR INTERPOLATOR

Chart 18762 (scale 1:40,000)

Emery Knoll



Joins page 16

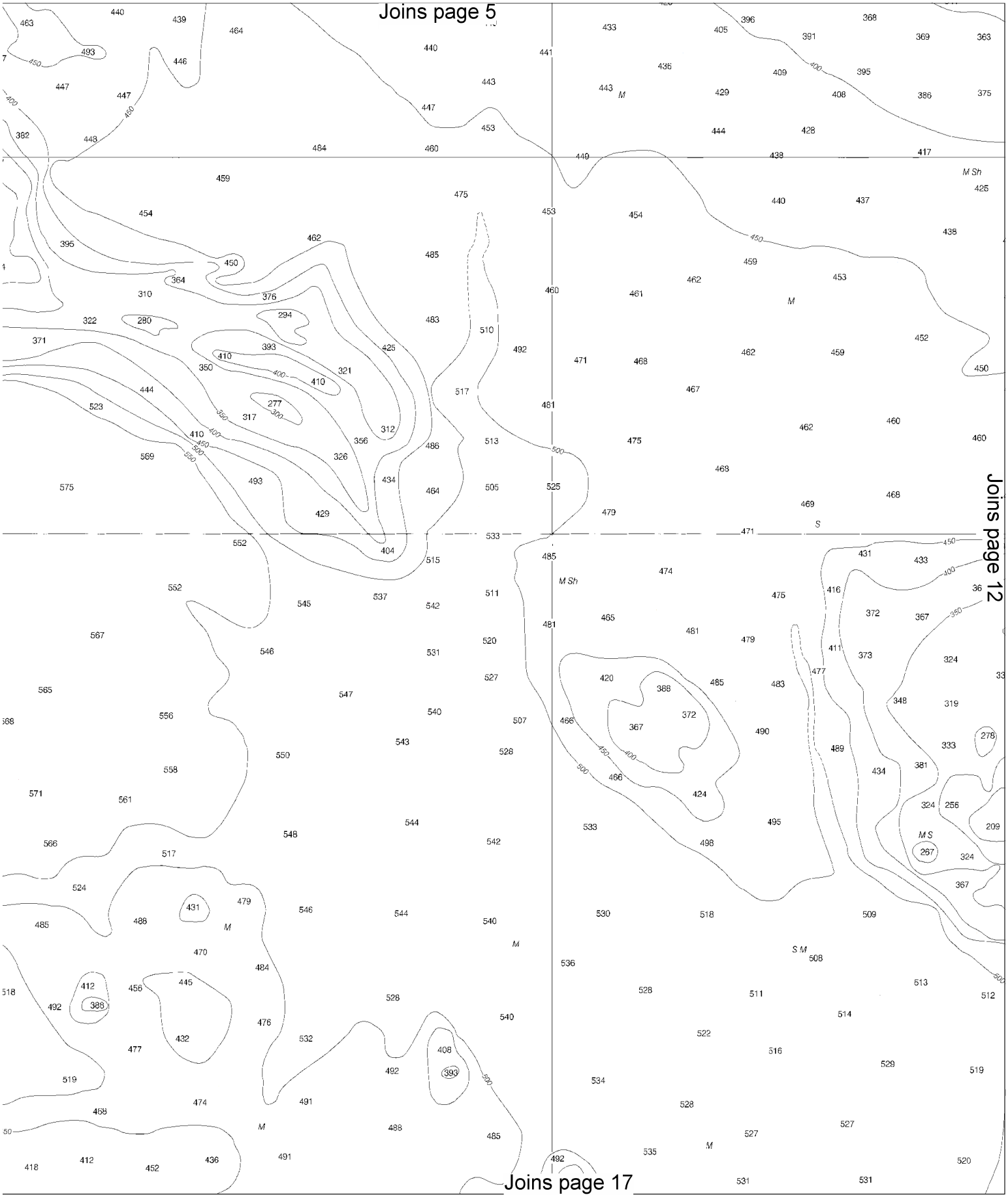
North

Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles 1 0 1 2 3 4 5 6 7 8 9

Yards 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.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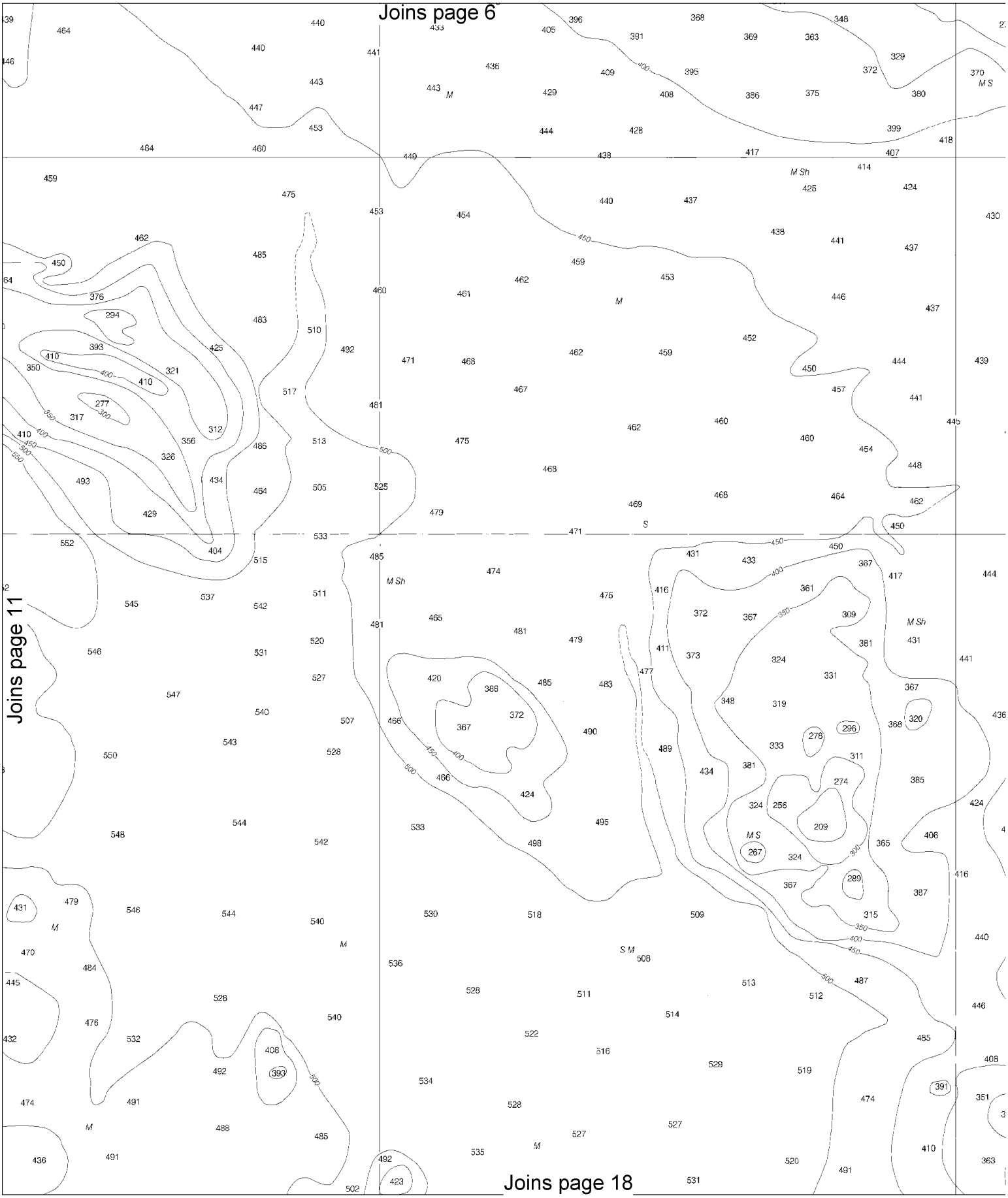
Joins page 17



North

Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.

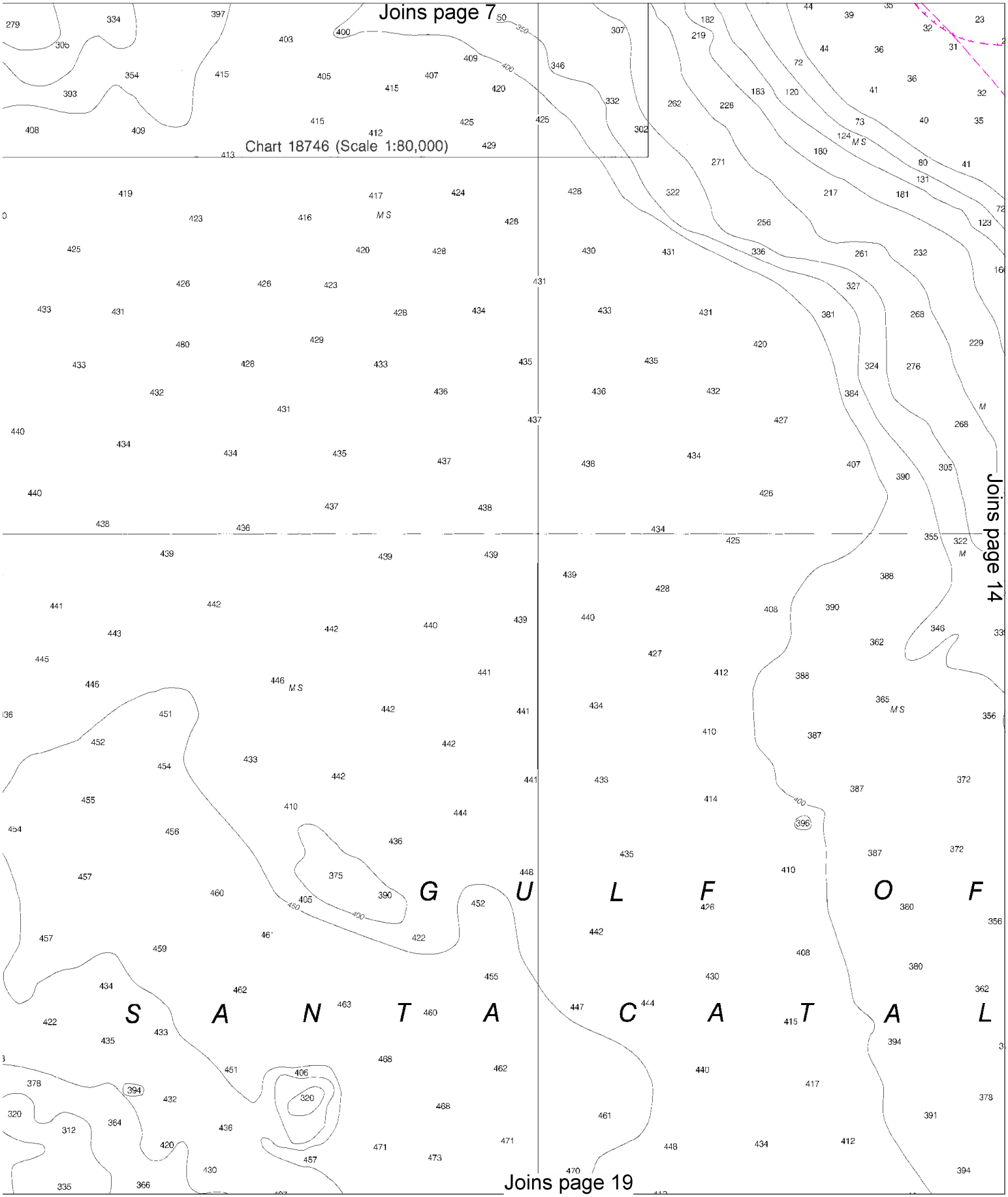

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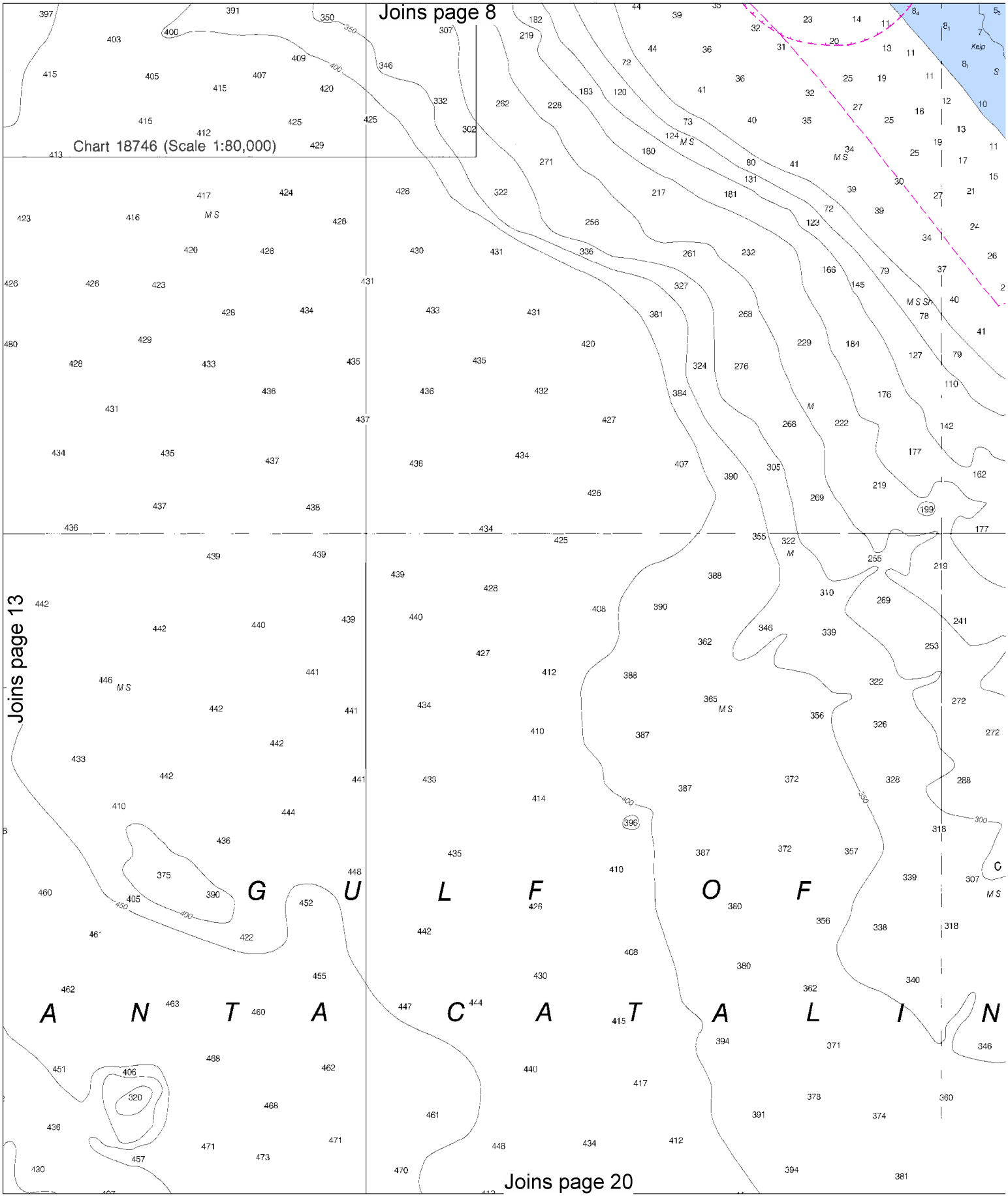
Chart 18746 (Scale 1:80,000)
Joins page 14
G U L F O F
S A N T A C A T A L
Joins page 19



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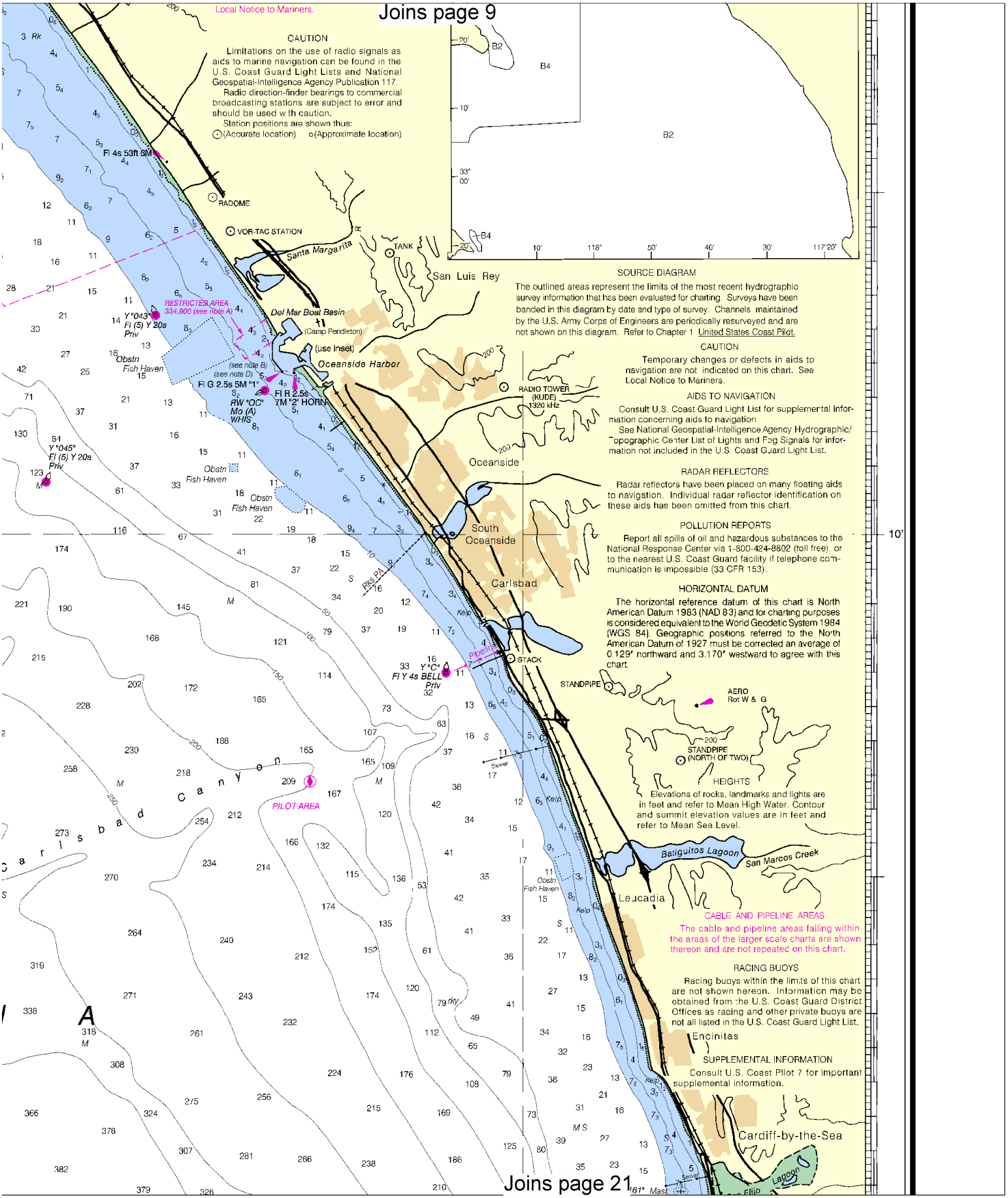
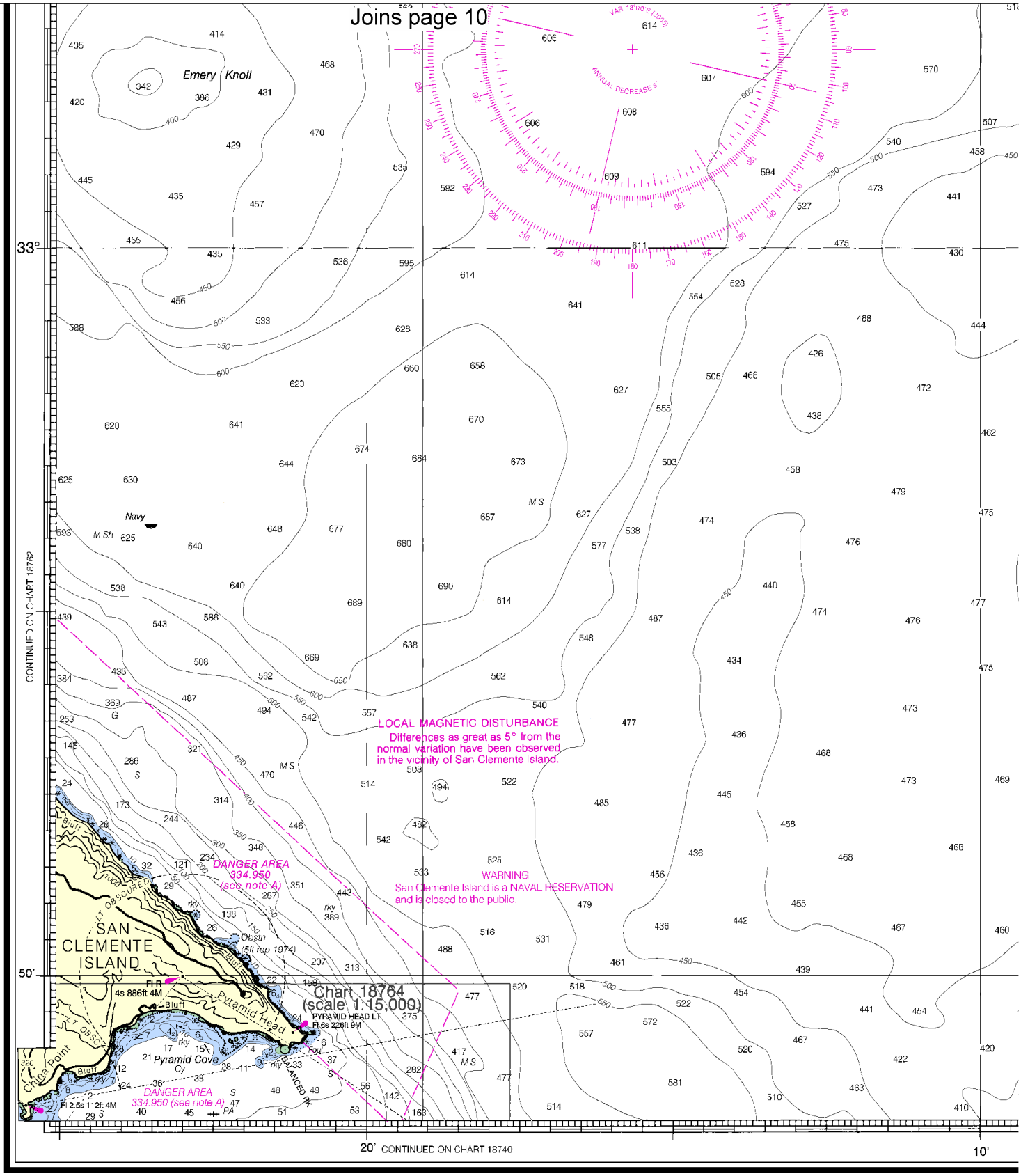
Printed at reduced scale. ~~SCALE 1:100,000~~

Nautical Miles 1 0 1 2 3 4 5 6 7 8 9

Yards 2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.


Local Notice to Mariners.
Joins page 9
CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used w th caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)
Fl 4s 53ft 5M
RADOME
VOR-TAC STATION
Santa Margarita
TANK
San Luis Rey
RESTRICTED AREA
33+.900 (see note A)
Y "043"
Fl (5) Y 20s
Priv
Del Mar Boat Basin
(Camp Pendleton)
(use inset)
Oceanside Harbor
Obstn
Fish Haven
(see note B)
(see note D)
Fl G 2.5s 5M "1"
Fl R 2.5s
7M "2" HORN
RW "OC"
Mo (A)
WHIS
Y "045"
Fl (5) Y 20s
Priv
Obstn
Fish Haven
Obstn
Fish Haven
Obstn
Fish Haven
RADIO TOWER
(KUDE)
1320 kHz
Oceanside
South
Oceanside
Carlsbad
Rks PA
Kelp
pipeline
STACK
STANDPIPE
Y "C"
Fl Y 4s BELL
Priv
AERO
Rot W & G
STANDPIPE
(NORTH OF TWO)
Carlsbad Canyon
PILOT AREA
Batiquitos Lagoon
San Marcos Creek
Leucadia
Encinitas
Cardiff-by-the-Sea
Lagoon
Joins page 21
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1 United States Coast Pilot.
CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation
See National Geospatial-Intelligence Agency Hydrographic/ Topographic Center List of Lights and Fog Signals for information not included in the U.S. Coast Guard Light List.
RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).
HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.129″ northward and 3.170″ westward to agree with this chart.
HEIGHTS
Elevations of rocks, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.
CABLE AND PIPELINE AREAS
The cable and pipeline areas falling within the areas of the larger scale charts are shown thereon and are not repeated on this chart.
RACING BUOYS
Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.
SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 7 for important supplemental information.
10'



11th Ed., Jul./ 05■ Corrected through NM Jul. 30/05
Corrected through LNM Jul. 26/05

18774

LORAN-C OVERPRINTED

CAUTION
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the cates shown n the lower left hand corner.

This nautical chart has been designed to promote safe na
Ocean Service encourages users to submit corrections, additi
improving this chart to the Chief, Marine Chart Division (N/C
Service, NOAA, Silver Spring, Maryland 20910-3282.

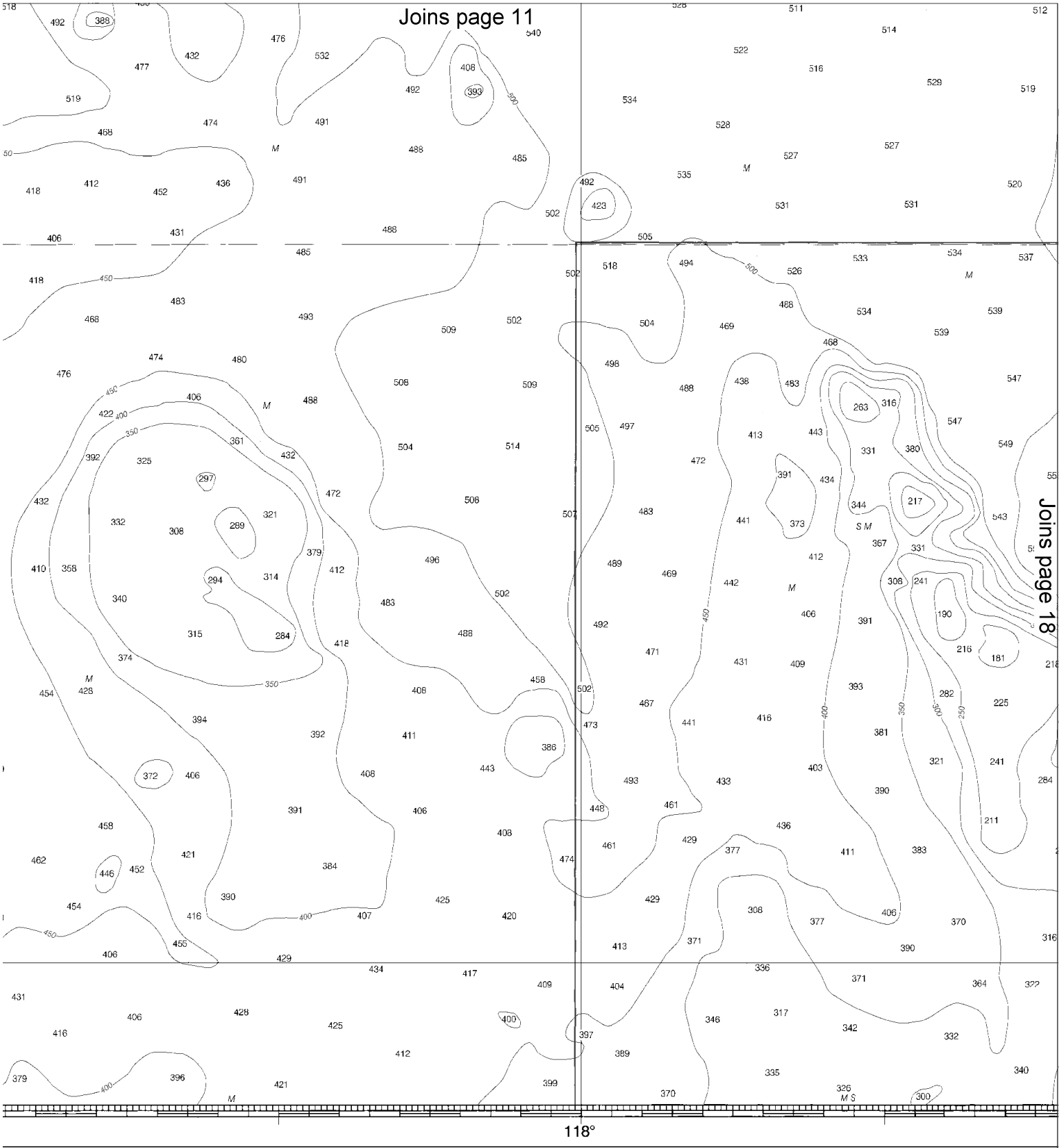
North

Printed at reduced scale. ~~SCALE 1:100,000~~

See Note on page 5.

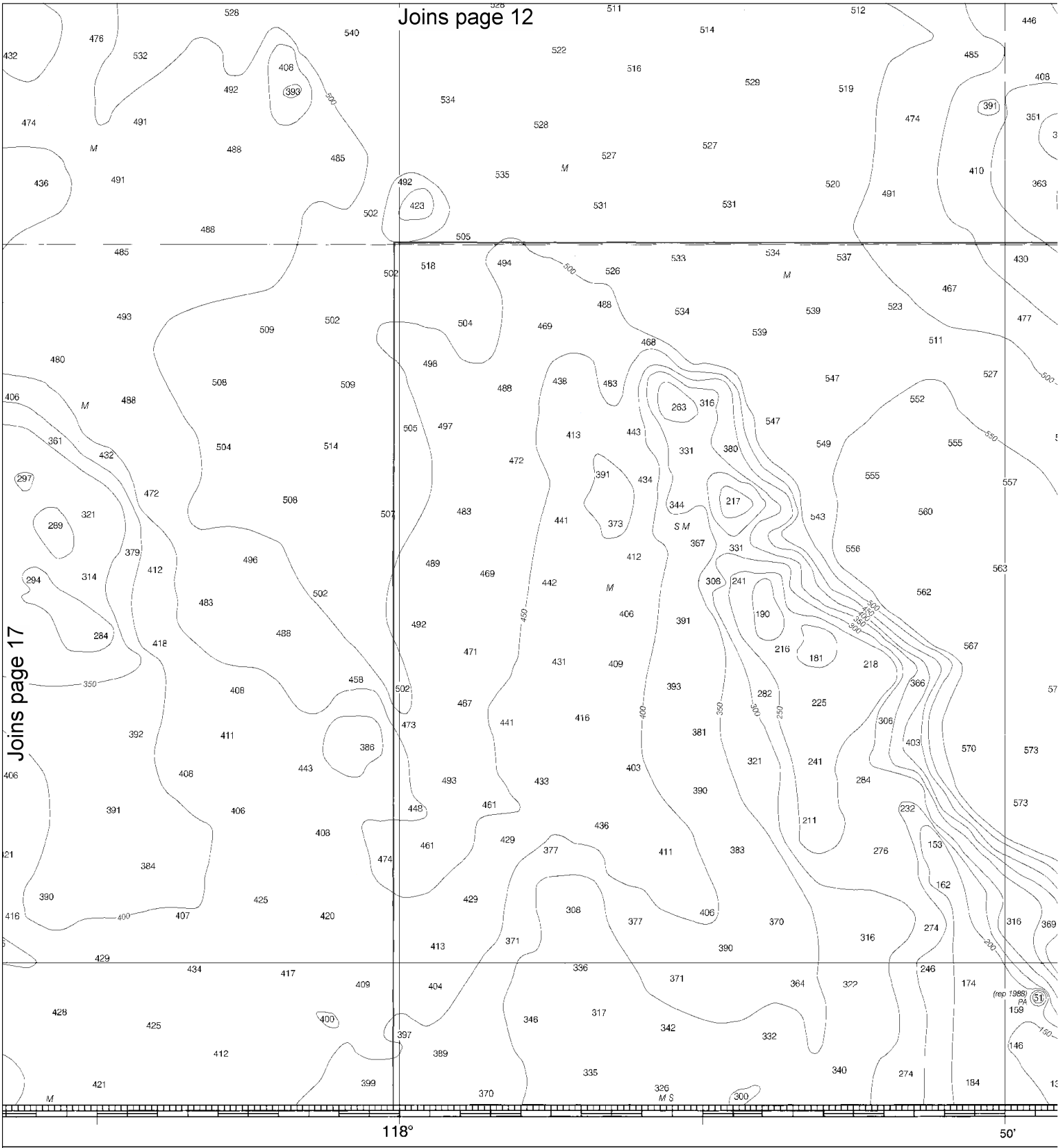
Nautical Miles
1 0 1 2 3 4 5 6 7 8 9

Yards
2000 0 2000 4000 6000 8000 10000 12000



navigation. The National
litions, or comments for
N/CS2), National Ocean

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



WARNING
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U.S. DEPARTMENT OF C
NATIONAL OCEANIC AND ATMOSPHE
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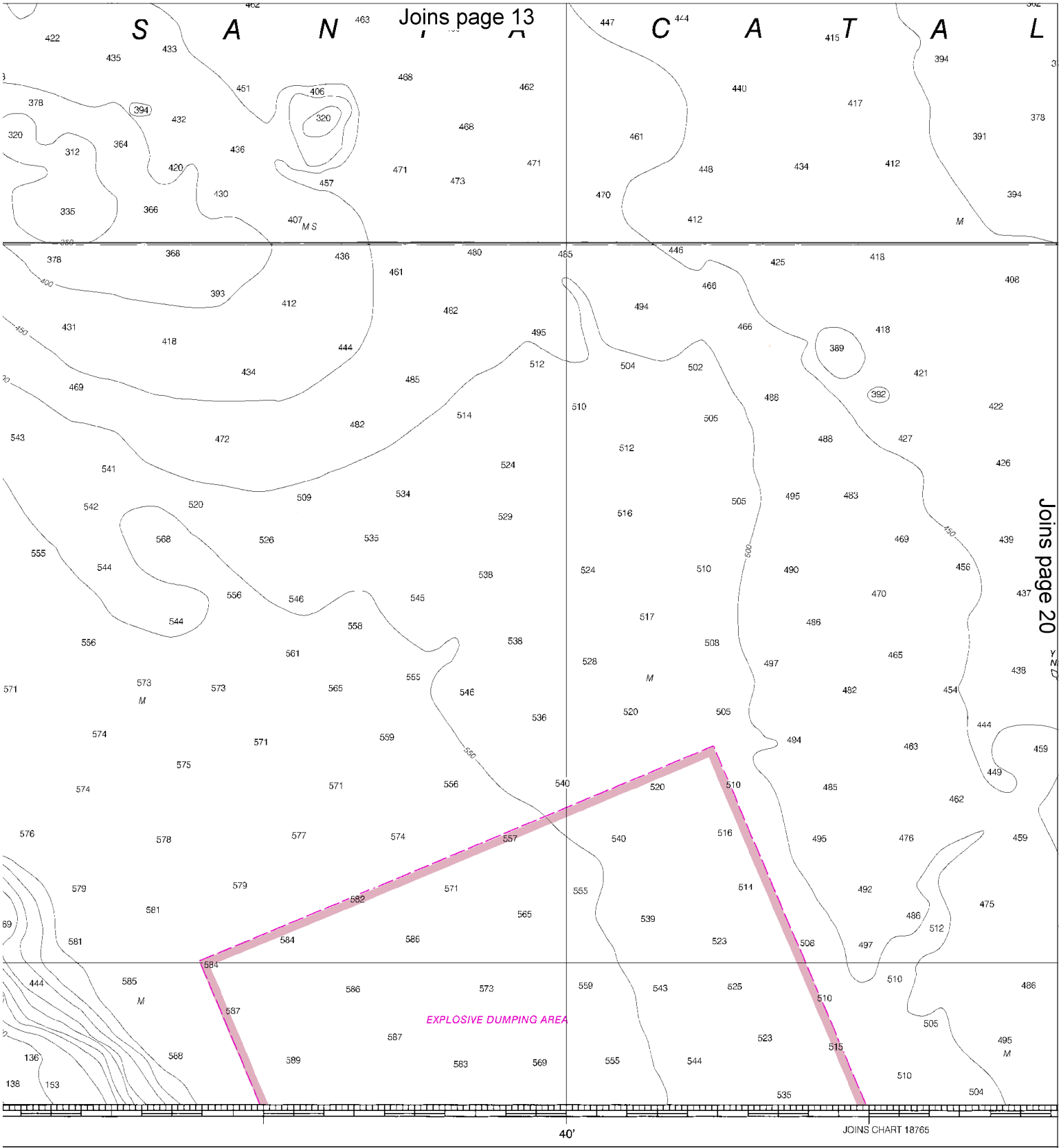
COAST SURVEY

North

Printed at reduced scale. ~~SCALE 1:100,000~~ See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7 8 9

Yards
2000 0 2000 4000 6000 8000 10000 12000



ton, D.C.
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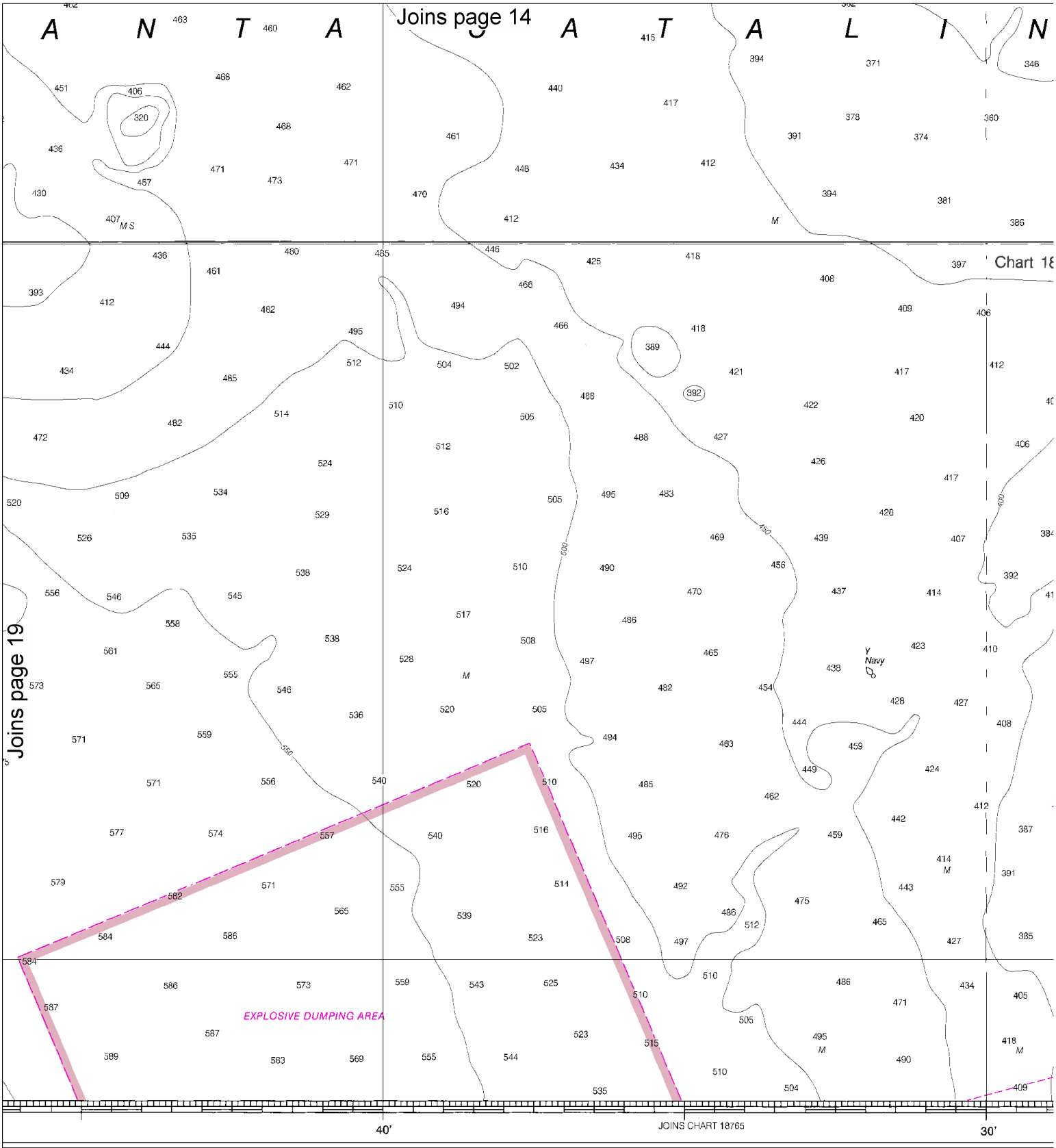
EY

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

FATHOMS	1	2	3	4	
FEET	6	12	18	24	
METERS	1 2 3 4 5 6 7 8				

North

Printed at reduced scale. ~~SCALE 1:100,000~~

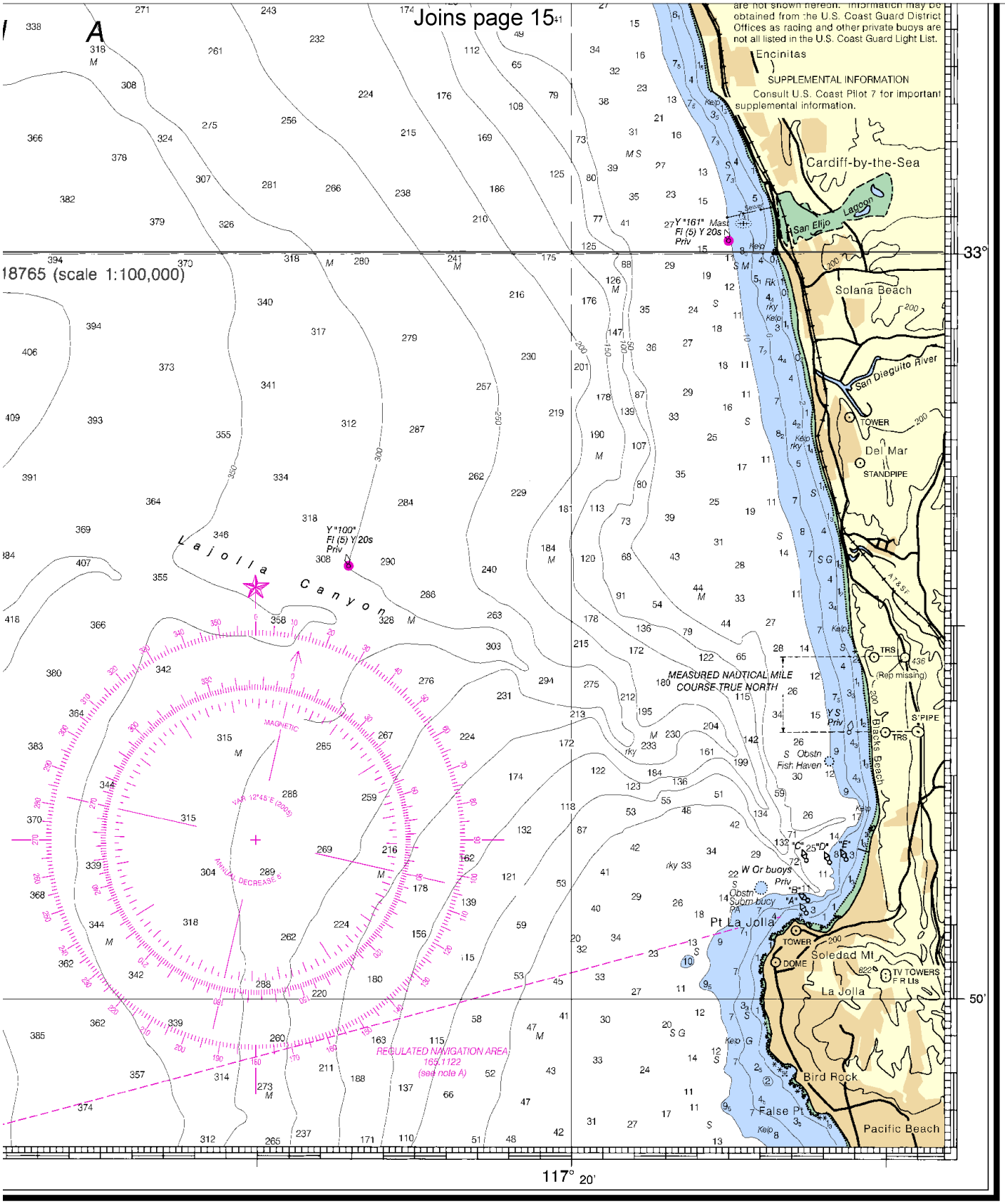
Nautical Miles

1 0 1 2 3 4 5 6 7 8 9

Yards

2000 0 2000 4000 6000 8000 10000 12000

See Note on page 5.



Gulf of Santa Catalina

SOUNDINGS IN FATHOMS - SCALE 1:100,000

18774

LORAN-C OVERPRINTED

ED NO 11

NSN 7642014011506

NGA REFERENCE NO. 18ACO18774

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue – 510-437-3700
Coast Guard San Diego – 619-683-6470
Coast Guard Los Angeles/Long Beach – 310-732-2030
Commercial Vessel Assistance – 1-800-367-8222

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

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Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.